

## Message Text

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ORIGIN EB-11

INFO OCT-01 EUR-25 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-10 NSAE-00 RSC-01 FAA-00 EPA-04 SS-20 L-03

H-03 NSC-07 /094 R

DRAFTED BY EB/OA/AVP:DBORTMAN/CHDUDLEY:JO

APPROVED BY EB/OA/AVP:DBORTMAN

DOT - MR. COSTANTINO -(SUBS)

EPA - MR. FULLER (SUBS)

FAA - MR. SHAFFER (SUBS)

EUR/NE - MR. FLOYD

EUR/NE - BEIGEL

----- 036571

R 242056Z MAY 74

FM SECSTATE WASHDC

TO AMEMBASSY PARIS

AMEMBASSY LONDON

INFO AMEMBASSY OTTAWA

AMEMBASSY BRUSSELS

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E.O. 11652: N/A

TAGS: ETRN, FR, UK

SUBJECT: CONCORDE DEMONSTRATION FLIGHTS TO US

REF : LONDON 12272; PARIS 12271

1. BINNING AND LATHIERE VISITED DEPT, DOT/FAA AND  
EPA MAY 22, 23; PLAN TO SEE NEW YORK PORT AUTHORITY  
MAY 24. THEY DESIRE FLY CONCORDE BEGINNING JUNE 13 PARIS  
BOSTON/MIAMI/BOSTON/PARIS AND LATER OPERATE TWO  
ROUND TRIPS PARIS/JFK. DOT/FAA INDICATED THAT IF  
INVITATIONS WERE RECEIVED FROM THE U.S. AIRPORTS  
CONCERNED, IT BELIEVED FLIGHT COULD BE OPERATED ON  
BASIS OF FILING NEGATIVE ENVIRONMENTAL IMPACT  
STATEMENT. (BOSTON INVITATION ALREADY IN HAND AND  
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BRITISH/FRENCH REPS EXPECT NO PROBLEM WITH MIAMI.)

ALSO CERTAIN OPERATIONAL SAFETY ASPECTS WOULD HAVE TO BE CLARIFIED BEFORE SPECIAL FLIGHT AUTHORIZATION COULD BE GRANTED. HOWEVER, DOT/FAA POINTED OUT THAT ANY FURTHER FLIGHTS WOULD REQUIRE FULL ENVIRONMENTAL IMPACT STATEMENT AND THAT STANDARD AIRWORTHINESS CERTIFICATE WOULD HAVE TO BE ISSUED FOR THE AIRCRAFT BY THE COUNTRY OF REGISTRY. CONCORDE REPS INDICATED THAT BEGINNING FEBRUARY 1975, AN EXTENSIVE PROGRAM SIMULATING COMMERCIAL AIRLINE OPERATIONS TO JFK WOULD HAVE TO BE CARRIED OUT TO MEET UK AND FRENCH

AIRWORTHINESS REQUIREMENTS. SEVERAL HUNDRED HOURS OPERATION OVER A PERIOD OF NINE MONTHS WOULD BE REQUIRED BEFORE AIRCRAFT GOES INTO COMMERCIAL SERVICE IN EARLY 1976. IT WAS HOPED THAT AN ENVIRONMENTAL IMPACT STATEMENT COULD BE PROCESSED BEFORE THIS PROGRAM IS SCHEDULED TO BEGIN.

2. EPA POINTED OUT THAT JUNE FLIGHTS WOULD PRESENT OPPORTUNITY TO TAKE CONCORDE NOISE MEASUREMENTS AT AIRPORTS CONCERNED BUT THAT MID-JUNE PRESENTED SEVERE PROBLEM IN PUTTING NOISE MONITORING EQUIPMENT IN PLACE AT MIAMI AND BOSTON. HOWEVER, PRESUMABLY NOISE MEASUREMENTS COULD BE MADE AT JFK UTILIZING PORT AUTHORITY'S EXISTING EQUIPMENT.

3. THE PROBABLE TIMETABLE FOR A FRENCH/BRITISH MINISTERIAL DECISION AND FOR U.S. REGULATIONS ON NOISE AND ENGINE EMISSIONS WERE DISCUSSED WITH DEPT AND EPA. CONCORDE REPS INDICATED MINISTERIAL MEETING PROBABLE IN JUNE EVEN IF THERE IS NEW FRENCH TRANSPORT MINISTER. ON THIS BASIS, EPA AGREED TO DELAY ISSUANCE OF NPRM ON SST ENGINE EMISSION STANDARDS UNTIL END OF JUNE. BURDEN WOULD BE ON BRITISH AND FRENCH TO PURSUADE EPA TO DEFER FURTHER IF NECESSARY. BINNING/LATHIERE RECOGNIZED NEED FOR U.S. TO GO AHEAD WITH REGULATIONS ON BOTH EMISSIONS AND NOISE AND EXPRESSED WILLINGNESS TO PRESENT THEIR CASE IN PUBLIC RULE MAKING CONTEXT. RUSH

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## Message Attributes

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